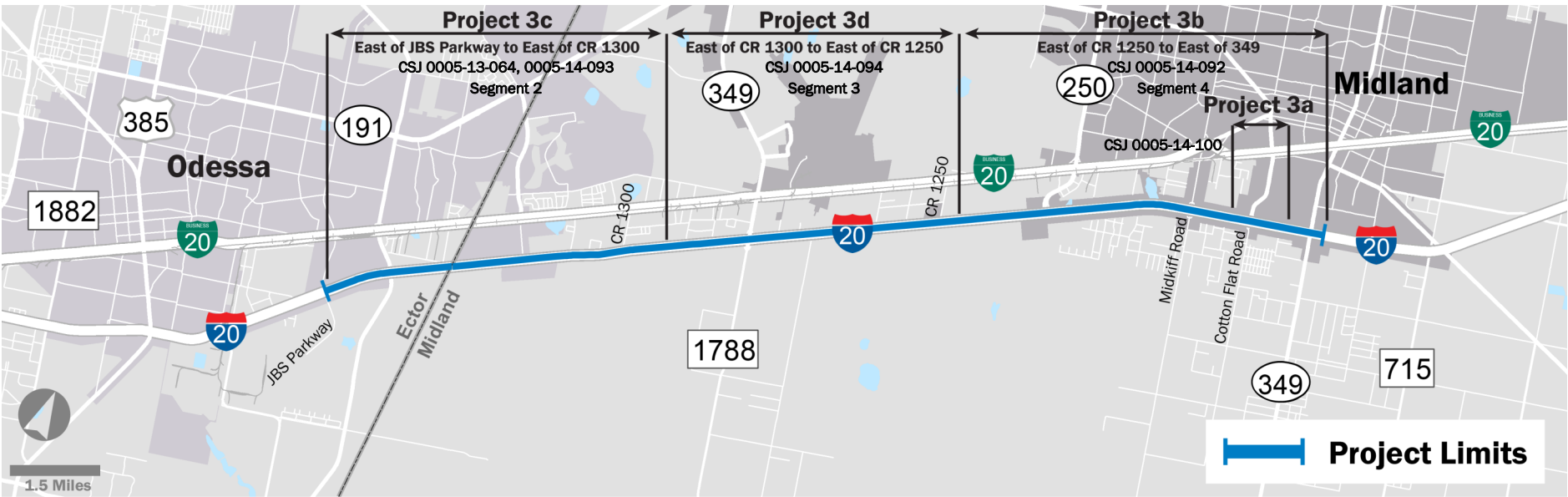


I-20 Odessa-Midland Corridor Project 3



PROJECT PURPOSE

The purpose of the proposed project is to enhance operation and safety, reduce traffic congestion, and improve roadway connectivity along the Interstate 20 (I-20) corridor.

PROJECT STATUS

Environmental clearance received - February 2022

Schematic design and IAJR approved - March 2022

ROW acquisition:

Project 3b - Anticipated Completion Spring 2025

Project 3c - Anticipated Completion Fall 2023

Project 3d - Anticipated Completion Fall 2023

Utilities - Design Phase

RTL - Jan 2026 (Project 3b)

PROJECT DETAILS

CSJs: 0005-14-100, 0005-13-064, 0005-14-093, 0005-14-094, and 0005-14-092

| | | |
|-----------|---------------------|-----------------------------|
| From: | East of JBS Parkway | Average Daily Traffic (ADT) |
| To: | East of SH 349 | 2017 42,095 – 44,782 |
| Length: | 16.4 Miles | 2028 56,995 |
| Counties: | Ector and Midland | 2048 82,993 |

Odessa District Office
3901 E. Highway 80
Odessa, TX 79761

CONTACT INFORMATION
Eric Lykins, P.E.
Odessa District Engineer
Eric.Lykins@TxDOT.gov

PROJECT DESCRIPTION

TxDOT proposes improvements along I-20 from east of State Highway (SH) 349 in the City of Midland, Midland County to east of John Ben Shepperd Parkway in the City of Odessa, Ector County, over a distance of approximately 16.4 miles. The proposed project would provide operational improvements at the I-20 interchanges with SH 349/Rankin Highway, Cotton Flat Road, County Road 1210/Midkiff Road, West Loop 250/SH 158/Antelope Trail, County Road 1250, County Road 1260, SH 349/Farm-to-Market (FM) 1788, County Road 1300, Faudree Road, and Loop 338/Headlee Avenue (10 total). Operational improvements include flipping Cotton Flat Road, County Road 1210/Midkiff Road, West Loop 250/SH 158/Antelope Trail, and SH 349/FM 1788 so they underpass I-20; installing new interchanges/intersections at County Road 1250, County Road 1260, County Road 1300, and Faudree Road; as well as adding through lanes/turn lanes at SH 349/Rankin Highway, Cotton Flat Road, County Road 1210/Midkiff Road, West Loop 250/SH 158/Antelope Trail, SH 349/FM 1788, and Loop 338/Headlee Avenue. Also, the proposed project would widen the I-20 mainlanes to provide an additional travel lane in each direction and convert/reconstruct the frontage roads to one-way operation. Additionally, the proposed project would reconfigure the exit/entrance ramps on I-20 at these interchanges/intersections. The proposed project would require approximately 17.3 total acres of new ROW/easements.

PROJECT MILESTONES

Early 2016

Study begins, first workgroup meeting

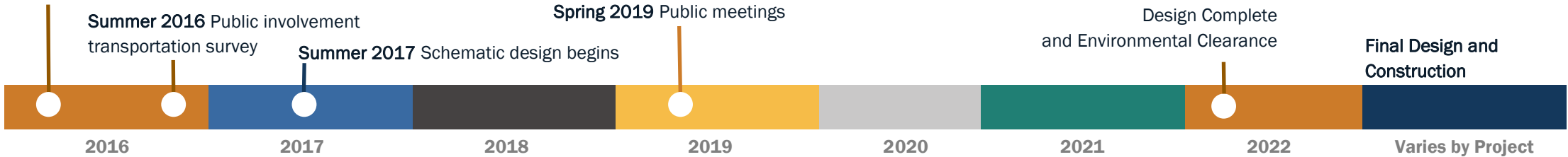
Summer 2016 Public involvement transportation survey

Summer 2017 Schematic design begins

Spring 2019 Public meetings

Spring 2022 Schematic Design Complete and Environmental Clearance

Final Design and Construction



I-20 PROJECT 3 FUNDING TABLE (IN MILLIONS)

| # | Total Project Costs* | CST Cost ** | CAT 2 Funding | CAT 4 Funding | CAT 12 Funding | Other CST Funding | Funding Gap | Funding Status | CST Start Date |
|-------|----------------------|-------------|---------------|---------------|----------------|-------------------|-------------|----------------|----------------|
| 3a | \$84.3 M | \$68.5 M | \$0 | \$33.3 M | \$0 | \$35.2 M | \$0 | Funded | 2022 |
| 3b | \$267.0 M | \$222.5 M | \$12.3 M | \$0 | \$210.2 M | \$0 | \$0 | Funded | 2027 |
| 3c | \$266.6 M | \$260.9 M | \$47.8 M | \$43.2 M | \$129.2 M | \$21.2 M | \$0 | Funded | 2024 |
| 3d | \$243.5 M | \$202.9 M | \$6.5 M | \$18.2 M | \$118.3 M | \$59.9 M | \$0 | Funded | 2024 |
| Total | \$861.4 M | \$754.8 M | \$66.6 M | \$94.7 M | \$457.7 M | \$116.3 M | \$0 | - | - |

Costs and funding are subject to change and are current as of the date of the report. *TxDOTCONNECT Total Project Estimate
**Low Bid Amt for projects that have let, otherwise TxDOTCONNECT Future UTP Min Funding Amt (2024 UTP). Funding amounts are based on the 2024 UTP.

PROPOSED PROJECT LAYOUT

A travel lane will be added in each direction for a total of 6 mainlanes. Inside shoulders will be widened to ten feet. The divided facility with a depressed median will be converted to a divided facility, separated with a concrete traffic barrier.

